



chase of development rights of key parcels of farmland.

- Assist in streamlining and coordinating the implementation of agricultural "best management practices" awarded under both the State's Agricultural Nonpoint Source Abatement and Control Program and the Federal Environmental Quality Incentives Program.

6. Transportation

- Continue funding through the Intermodal Surface Transportation Efficiency Act (ISTEA) and other programs that encourage alternative and mass transit opportunities including bike trails and light rail systems water transportation.
- Assist in resolving dredging problems in the Hudson River portion of the Champlain Canal, restoring that canal as a transportation corridor.
- Provide flexible standards for highways supported with Federal funds to avoid over design and consequent adverse visual impacts on scenic highway corridors.
- Continue ISTEA funding for surveying and designating scenic roads and constructing corridor improvements.
- Promote intermodal transportation networks under ISTEA that include water borne transportation.
- Support the proposed Building Efficient Surface Transportation and Equity Act (BESTEA) that provides for municipal planning, community education and historic preservation.

7. Navigation

- Assist in resolving dredging issues in New York Harbor that would both clean up the harbor and restore New York and New Jersey as world class shipping destinations.
- Provide technical assistance in dredging and contaminant management.
- Remediate problems associated with the Federal channel, such as dikes at creek mouths



that redirect siltation to local harbors, necessitating more frequent localized dredging. Coordinate local municipal dredging projects with Corps of Engineers channel dredging to reduce costs of local dredging.

- Extend the U. S. Army Corps of Engineers' drift removal program to include the entire Hudson River area and remove derelict barges that limit water surface use and present navigational hazards to boaters.
- Complete the U. S. Coast Guard's Area Contingency Plan for hazardous material response, law enforcement, and investigation.
- Locate U. S. Coast Guard navigation aids in historic lighthouses to ensure their preservation and return warehoused historic elements to local lighthouse museums to help generate patronage of the museums.

8. Community Planning

- Provide planning and design grants to preserve community character.
- Develop a coordinated approach to Federal permitting and making Federal programs more responsive to local needs.
- Assistance in downtown revitalization, including retention of historic post office buildings.

9. Education

- Support programs of colleges and universities on regional history and maritime heritage.
- Help educate the public on coastal management issues such as recreational boating, non-point source pollution, and protection of



natural and historic resources.

D. Fiscal Resources

The State of New York and the private sector have committed hundreds of millions of dollars to economic revitalization, natural resource and environmental protection and historic and cultural preservation along the Hudson River.

In 1996, Governor Pataki proposed and led the effort that created the \$1.75 billion Clean Water/Clean Air Bond Act. Additionally, the State's annual Environmental Protection Fund now provides \$100 million per year for open space conservation, municipal landfill closure projects, and waste reduction and recycling initiatives.

The Clean Water/Clean Air Bond Act provides \$25 million for the Hudson River, and the State has allocated \$12 million from the Environmental Protection Fund in the last two years for implementation of the Hudson River Estuary Management Plan. In addition, \$25 million from the Bond Act is devoted to New York Harbor, the Hudson's terminus, and the New York-New Jersey port restoration project has dedicated another \$13

million to an estuary-wide contaminant reduction program. In total, the State's current financial commitment to environmental restoration and protection of the Hudson River is \$75 million.

In addition, \$200 million in State and City funding has recently been committed to the creation of a 550-acre park stretching along five miles of New York City waterfront on the Hudson.

Local governments, private organizations and residents along the river have also participated in





two State programs to preserve and protect both agricultural land and the economy it supports. Since its creation in 1996, more than \$1.2 million has gone to five river counties, as well as another \$1.5 million in a State program for non-point source abatement.

In 1996 New York began a Canal Revitalization program, a \$32.3 million five-year capital investment that will focus on developing harbors, service ports and trails along the canal system. A dozen new service ports will be added to the 33-mile long canalized section of the Hudson, providing essential services and access for boaters. Landside improvements include the development of the Canalway Trail and enhancement of public spaces and visitor services.

Two foundations — the Hudson River Foundation and the Wallace Fund for the Hudson Highlands — supplement the millions of public dollars spent by the State in scientific research, land acquisition, waterfront revitalization and the protection of the agricultural lands, while national environmental organizations such as the Nature Conservancy, the Trust for Public Land, the Conservation Fund and the National Trust for Historic Preservation have committed and spent millions of dollars preserving the Hudson River Corridor.

E. Measures of Performance

The success of the American Heritage River designation will be measured both directly and indirectly. Direct measurements will be made in terms of the number of restored waterfronts,

increased access to the Hudson River, the number of miles added to the Greenway Trail system, acreage of open space land protected, changes in indicators of environmental quality, number of brownfields sites remediated and redeveloped, jobs created along the corridor, increased use of the river as a commercial and recreational waterway, visitation at public historic sites, hotel/motel occupancy rates, a decrease in the number of farms and acreage lost and preservation of the character of the communities along the river.

Other measurements will include the number of communities that request Federal assistance in their programs; the number of communities that participate in the Coastal Management and Greenway programs, and the number of requests for buildings to be added to the National Register of Historic Places.

Many important State, Federal and local programs have been discussed in this application which will benefit from the increased coordination of services that designation as an American Heritage River will bring. The ultimate success of those programs will in part reflect the support the Hudson River receives from the American Heritage Rivers initiative.

IV. WHO SUPPORTS THE NOMINATION AND PLAN OF ACTION

Perhaps nowhere in New York State has citizen participation been more fully realized than in the communities along the Hudson River. The result has been the development of an unusual level of trust between the State and its people.

Along with this application, we submit more than 1,800 letters and resolutions from many of the communities, citizens and organizations throughout the Hudson River Valley who support the Heritage Rivers program. These letters of support reflect both the depth and breadth of local enthusiasm for this important initiative. New Yorkers from every walk of life stand to benefit from the American Heritage Rivers Initiative, and they have clearly expressed their approval of it. New Yorkers are unified in their passionate desire for the restoration, revitalization and protection of the Hudson River Valley; the American Heritage Rivers initiative has an important role to play in that effort.

Programs with similar goals have already received extensive public support. The Hudson River Estuary Management Plan was the result of seven years of public interaction to set goals and objectives for the comprehensive management of the Hudson River ecosystem. The program is guided by a management advisory committee composed of representatives of commercial fishermen and sportsmen, industry, environmental organizations and non-profits, local government, other State agencies, and concerned citizens.

Eighteen public hearings and testimony by virtually every segment of the lower Hudson Valley community led to the creation of the Greenway program, which included citizen committees concerned with issues ranging from agricultural preservation to the participation of minorities in the river's revitalization.

The State Heritage Area program and the Coastal Management program also share the goals of the Heritage Rivers Program. They are now being embraced by the Valley community. Each municipality that participates in the Coastal Management program creates its own local committee to design its own plan. The Office of State Parks has regional citizen commissions to

assist its management of parks and historic sites, while most historic sites have "friends" groups that are becoming increasingly creative and active in helping the State find ways to restore and maintain sites.

Non-profit economic development groups, such as Mid-Hudson Pattern for Progress, work closely with both the environmental community and the State in promoting and attracting development and innovative technology.

New York State will continue to broaden public support by working with the people and communities of the Hudson River Valley to design the programs and projects of the Heritage Rivers program. This would initially be accomplished through printed brochures and fact sheets followed by a series of public meetings along the river corridor, and later by smaller meetings with individuals or communities that request them. Joint biannual reports on the progress of the program would be published, with perhaps a more frequent newsletter providing additional information.

